

VARIOMETER



PUBLISHED TO RECORD THE UPS AND DOWNS OF THE KANSAS SOARING ASSOCIATION

May 2011

Editor: Andrew Peters

PRESIDENT – ANDREW PETERS (2011-2012)
SECRETARY/TREASURER – NEALE EYLER (2011-2012)
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VICE PRESIDENT WEST – BOB HALL (2011-2012)
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DAVE STANKO (2011-2012)
FRANK O'DONNELL (2010-2011)

SUMMER GAJEWSKI (2011-2012)
DAVE WOODY (2010-2011)

NOTES FROM THE PRESIDENT

Well, it is finally here, the KSA crew schedule and the arrival of the soaring season! Last weekend, we flew 29 tows. Several members got current and Lauren Rezac was checked out to tow. Not bad for a cloudy, windy, cool spring day. Sunday, I heard several folks enjoyed some thermals, with at least one three hour flight.

This issue of the Variometer has a lot of information. The full duty schedule is included. Please mark your days on your calendar. If for some reason, you can't make your schedule day, it is your responsibility to find a substitute. Call someone to switch with, or call one of the folks listed on the substitute list. We will post the schedule at the field, as well as on line and keep publishing it in the Variometer.

Students (anyone needing the services of a CFG) please call the scheduled instructor to let them know you are wanting to fly with them. And just because someone isn't listed on some days (Sundays or Mondays) doesn't mean you can't fly with a CFG. Take the initiative and find a CFG to fly with you.

Some days, for whatever reason, nobody shows up to fly. If you have already driven to the field for your duty day, why not take the time to do some much needed maintenance. You can mow the grass around the tower, brush rocks with the gator, clean the bathrooms, or wash the towplane or gliders. And don't forget to drive up and down the runway to help with weed control.

Finally, operations are starting up, so that means we will get visitors. Please present the friendly face of Soaring to them. Please copy down their names, phone number, address, and email.

Happy Landings,
AP

KSA CALENDAR

2011

May 14th – Evening KSA Cookout Meeting at Sunflower (5:30 pm) – **WWC Climb is King**

June 11th – Evening KSA Cookout Meeting at Sunflower (5:30 pm) – **WWC MAT**

July 9th – Evening KSA Cookout Meeting at Sunflower (5:30 pm)

July 16th – Kansas Kowbell Klassic – **WWC Free Distance**

August 13th – Evening KSA Cookout Meeting at Sunflower (5:30 pm) – **WWC PAD**

September 10th – Evening KSA Cookout Meeting at Sunflower (5:30 pm) – **WWC Lap Race**

October 8th – 7:30 pm KSA Meeting at NIAR (Elections)

October 29-30th – **WWC Last Man Down**

October 30th – Scheduled Operations End

November 5th - Fall Work Day

November 12th – 7:30 pm KSA Meeting at NIAR

December 10th – 7:30 pm KSA Meeting at NIAR

The duty roster has been posted to the KSA calendar.

<http://my.calendars.net/ksa/d01/05/2011?display=M&style=B&positioning=A>

Please check your days. If there are any errors or you wish to make changes (trade days etc), you can enter the information yourself. (The calendar is not password protected for basic editing).

To edit an entry click on the date, you will get a screen with the options to create a new entry or edit an existing entry. Select edit, you can type over any entry. If you have problems you can contact Harry Clayton.

Please try to keep the calendar up to date.

Photos from April 23

Thanks to Dave Stanko and Gary Hurst for capturing some of the fun.



Andrew Peters getting current. View sure is better from the front seat!



Frank O'Donnell giving the 2-22 a workout.



Jerry Boone and Rich Stone with Jerry's Zuni.



Tony Condon flew the NG-1. Rich Stone was an exceptional wing runner.



Jerry flew three times in the Zuni!



Summer Gajewski taking the 2-33 for a spin.

KSA Dues Deadline Fast Approaching

In addition to a Bi-annual Flight Review and a plastic pilot certificate, KSA members need to be current members of the SSA to fly. KSA makes this easy on you by collecting your SSA dues along with you SSA dues once a year. (If you don't take advantage of this KSA benefit, you still need to pay your KSA Dues.) The deadline for receiving your dues is May 31st.

Here's how the dues break down:

| | Regular | Youth (Under age 22) | Family (each addl. person) |
|-----------------------------|----------------|-------------------------|-------------------------------|
| Soaring Society of America | \$64.00 | \$36.00 | \$36.00 |
| Kansas Soaring Association* | <u>\$16.00</u> | <u>\$16.00</u> | <u>\$16.00</u> |
| Total | \$80.00 | \$52.00 | \$52.00 |

*If you do not renew your SSA membership through KSA, your annual KSA dues are \$20/yr.

Please send checks to:

KSA
2114 North Shefford
Wichita, KS 67212

If dues have not been received by May 31st, you will be notified and will be placed on a grounded list. You will not be allowed to fly until dues have been paid.

Any questions, please contact me.

- Neale Eyler, Secretary/Treasurer

Sharing Sunflower with other groups

By Andrew Peters

There are at least two groups that we might see at Sunflower during the weekends (and possibly during the week.) The first is the Sports Car Club of America. They run a race course on the south end of the west runway. The second is the Repeat Offenders Motorcycle Club. They perform stunts and tricks on motorcycles and practice on the south end of the runway. I met presidents of both clubs this weekend. I also met Brock Rogers, he and his family live on the west runway.

I am working with each of the groups, to help them understand our operations and help everyone co-exist. First and foremost, 17-35 is a runway. It has to be available for gliders and airplanes to take off and land. So, if anyone has a conflict with traffic on the runway, please do what you can to get on the ground safely, document the situation, and notify me, Andrew Peters – KSA President.

The general rule of operations is, if gliders are not operating, then vehicles can use the runway to get where they need to go. If we are operating, then the groups should cross at midfield and use the west runway to travel north and south.

One final thing, Brock mentioned seeing folks poking around our trailers late at night. He called the police, but I don't know if they caught anyone hanging around. Several of us have found open doors, etc. on our trailers. So, please keep an eye on your things, and take whatever steps are necessary to secure your property.

Weekend Warrior Contest

by Andrew Peters

The Weekend Warrior Contest is back for 2011! Let's see Tony defend his 2010 Championship. Personally, I am hoping to score more points than last year, maybe even win a day.

One weekend a month will be designated as a Warrior Contest Weekend. For 2011, those weekends are:

May 14-15 – Climb is King

June 11-12 – Modified Assigned Task (MAT)

July 16-17 – Free Distance (Kowbell)

August 13-14 – Prescribed Area Distance (PAD)

September 10-11 – Lap Race

October 29-30 – Last Man Down.

Any member has two days to complete the task. Tasks can be performed more than once – only the fastest – longest – highest will count.

Your contest record must be submitted to the Scorer (Andrew Peters, 3T) by midnight on the Monday following the contest weekend. The contestant with the best task will receive 1000 points. Other contestants will receive points as a percentage of their task compared to the winners. All speed and distance tasks will be handicapped (SSA handicaps will be used – if one doesn't exist for your glider, one will be assigned based on the experience of the glider owner and other experienced competition pilots.)

If you don't yet have your Silver badge and you want to compete, you will get a 100 point bonus added to your score. If a multi-place glider is used, and you take another pilot with you who has not completed their Silver badge, a 100 point bonus will be earned. Landing at a chartered airport will earn a 25 point airfield bonus.

At least two people need to compete for the weekend to be a valid contest weekend. A winner for each weekend will be published in the Variometer. The Weekend Warrior Champion will be the member with the highest cumulative score for all valid contest weekends at the end of the season.

Expensive GPS recorders are not required, although might make it easier on the scorer. A paper record and digital photo's can be used. Just make sure the photo contains sufficient detail that Google Maps can verify your location and orientation to Sunflower. Any GPS that will record your coordinates can also be used – SPOT, running watches, even some smart phones have tracking capability.

May14-15 – Climb is King (Height Gained in 1 hour)

The task for May is called Climb is King. How much altitude can you gain in any 60 minute period during a flight?

This one doesn't require and special recording device. Simply tap the altimeter, record the reading and start the stopwatch. Record your altitude at the top of your climb (after another tap of the altimeter.) Pull the dive brakes, get low again, and repeat the process over. At the end of 1 hour, total up your altitude gained in the climbs.

This task will not be handicapped by glider. And don't forget the 100 point bonuses. Of course, a barograph or other altitude recording device will make it easier to calculate and track your altitude gained, but one is not required.

June 11-12th – Modified Assigned Task (MAT)

The Modified Assigned Task (MAT) is a type of speed task used in glider US glider competitions. Some parts of the task are assigned by the Contest Director. Other parts of the task are up to the individual competitors.

For the WWC, here is the MAT task:

- Minimum Time: 2 hour
- Start Point: Overhead Sunflower
- Maximum Start Height: 3500' AGL x your Handicap
(e.g. 1582' + 3500' x 0.915 = 4785' MSL)
- Maximum number of turn points: 11 (does not include start or finish points)
- Repeating turn points is acceptable.
- Photos: Must be taken looking back towards Sunflower.
- GPS: Must go to the far side of the turn point from Sunflower.
- Finish Height: 500' AGL minimum (2082' MSL with current Hutchinson altimeter setting.)

Turn point files can be found at <http://soaringweb.org/TP/NA.html#US> for Hutchinson, KS. The list of turn points is also going to be distributed with this copy of the VARIOMETER via email.

Task Explanation

The start will be over Sunflower (plan to cross the runway or imagine a line from the tower to the wind sock to cross on your way to the first turn point.) Note your time crossing the start line. Also, remember that the maximum start height is 1582 + 3500 x your handicap. You need to cross the line below this altitude. Call in your start time on 123.5.

Fly to the far side of the turn point (reference Sunflower), take a photo or use GPS. Proceed to the next turn point of your choosing. Make sure you record the turn point name/number and the order that you arrive at them. Repeating turn points is acceptable. Continue to fly to turn points until the minimum time has passed since your start. You must return to Sunflower to receive speed points.

You can only list 11 turn points, not including the start and finish points. Remember, if photos are being used to verify your task, you need to be oriented looking back at Sunflower and the landmarks must be distinguishable on Google Earth or Google Maps. Your distance will be the total of the distances between all the turn points you declare after the flight.

Your distance will be divided by time to compute your speed. If you return before the minimum time, your distance is divided by the minimum time. If you fly longer than the minimum time, your actual time flown is used.

Low finishes are not going to be encouraged. Therefore, you should plan on arriving back overhead Sunflower no lower than 500' AGL (2082' MSL). If anyone observes unsafe or low finishes, disqualification or penalties may result.

July 16-17th – Free Distance

The Free Distance task goes back to the old glory days of soaring, where the goal was to fly as far as possible, in any direction you chose, and not come back to the original point of departure. This task coincides with the Kowbell, whose rules appear earlier in this issue. For the WWC, there are some additional scoring opportunities. If Sunday qualifies for the Konsolation, your Konsolation task distance will be added to your free distance flight.

Scoring:

The person flying the longest handicapped distance will receive 1000 pts. Scores for the other competitors will be a percentage of the winners, based on the ration of the handicapped distances. Landing at an airport will result in a 25 point bonus. The other bonus point opportunitites also apply (see general rules.) Konsolation distance will be added to any additional free distance miles.

Landing location needs to be submitted to the Scorer by midnight Monday, July 5th. Latitude and Longitude, airport identifier, etc. A logger is not required, but there must be some means to verify your landing location.

Fly safe, fly far, fly fast! - 3T

2011 Duty Schedule

Scheduled Work Day is 12:00 to 5:00 pm

| Date | Tow Pilot | Line Managers | Instructor |
|-------------|---------------------------------|--------------------------------|---------------------------------|
| Sat Apr 30 | Tony Condon 515.291.0089 | John Bird 316.209.0561 | Andrew Peters 316.393.2261 |
| | | Dennis Brown 316.722.8351 | |
| Sun May 1 | Bob Holliday 316.641.6178 | Scott Dimick 316.733.5678 | |
| | | Neal Pfeiffer 316.641.9928 | |
| Sat May 7 | Mike Westemeier 316.250.1802 | Rich Stone 316.371.2850 | Tony Condon 515.291.0089 |
| | | Dennis Brown 316.722.8351 | |
| Sun May 8 | Bob Hall 620.727.1273 | John Bird 316.209.0561 | |
| | | Doug Wilson 316.655.6700 | |
| Sat May 14 | KC Alexander 316.943.7641 | David Wilkus 316.788.0932 | Brian Bird 620.664.7844 |
| | | Steve Leonard 316.249.7248 | |
| Sun May 15 | KC Alexander 316.943.7641 | Richard Boone 316.351.7133 | |
| | | Dakota Harms 316.282.6000 | |
| Sat May 21 | Bernie Mohr 316.733.4524 | John Baldessari 316.680.5323 | Frank O'Donnell 316.788.3224 |
| | | John Peters 620.367.3711 | |
| Sun May 22 | Ben Sorenson 316.522.5482 | Amir Rashkan 316.208.6708 | |
| | | Rafael Soldan 706.255.9909 | |
| Sat May 28 | Steve Wenke 316.684.7774 | Ron Blum 316.295.7812 | Andrew Peters 316.393.2261 |
| | | Keith Smith 785.643.6817 | |
| Sun May 29 | Jack Seltman 316.636.4218 | Harry Clayton 316.644.9117 | |
| | | Doug Wilson 316.655.6700 | |
| Mon May 30 | Brian Bird 620.664.7844 | John Peters 620.367.3711 | |
| | | Shea Zuckerman 801.554.7337 | |
| Sat June 4 | Tony Condon 515.291.0089 | Steve Leonard 316.249.7248 | |
| | | Steve Carlson 210.414.3809 | |
| Sun June 5 | Mark Schlegel 316.641.5093 | Neale Eyler 316.729.0659 | Lauren Rezac 316.619.3207 |
| | | Scott Dimick 316.733.5678 | |
| Sat June 11 | Bernie Mohr 316.733.4524 | David Wilkus 316.788.0932 | Dave Stanko 316.393.6249 |
| | | Matt Colclasure 785.760.6239 | |
| Sun June 12 | Mark Schlegel 316.641.5093 | Richard Boone 316.351.7133 | |
| | | Doug Wilson 316.655.6700 | |
| Sat June 18 | Lauren Rezac 316.619.3207 | Bob Blanton 316.683.9759 | Tony Condon 515.291.0089 |
| | | Robbie Grabendike 316.686.8859 | |
| Sun June 19 | Jack Seltman 316.636.4218 | Ray Girardo 316.942.0638 | |
| | | Leah Condon 316.249.3535 | |
| Sat June 25 | Charles Pate 316.685.5695 | Linda Pate 316.524.8829 | Brian Bird 620.664.7844 |
| | | Bryan Pate 316.524.8829 | |
| Sun June 26 | Jack Seltman 316.636.4218 | Jerry Boone 620.474.4177 | |
| | | Harry Clayton 316.644.9117 | |
| Sat July 2 | Bob Hall 620.727.1273 | John Peters 620.367.3711 | Frank O'Donnell 316.788.3224 |
| | | Shea Zuckerman 801.554.7337 | |
| Sun July 3 | Ben Sorenson 316.522.5482 | Dave Woody 316.682.1895 | |
| | | Rafael Soldan 706.255.9909 | |
| Mon Jul 4 | Bernie Mohr 316.733.4524 | Dakota Harms 316,282.6000 | |
| | | Leah Condon 316.249.3535 | |
| Sat July 9 | Steve Wenke | Keith Smith 785.643.6817 | Andrew Peters |

| Date | Tow Pilot | Line Managers | Instructor |
|------------------------|---------------------------------|--|---------------------------------|
| | 316.684.7774 | Matt Colclasure 785.760.6239 | 316-393-2261 |
| Sun July 10 | Mark Schlegel 316.641.5093 | Neale Eyler 316.729.0659 Ron Blum 316.295.7812 | |
| Sat July 16 Kowbell | Frank O'Donnell 316.788.3224 | Bob Blanton 316.683.9759 Robbie Grabendike 316.686.8859 | David Stanko 316.393.6249 |
| Sun July 17 | Bob Holliday 316.641.6178 | Ray Girardo 316.942.0638 John Bird 316.209.0561 | |
| Sat July 23 | Bob Hall 620.727.1273 | Linda Pate 316.524.8829 Bryan Pate 316.524.8829 | Brian Bird 620.664.7844 |
| Sun July 24 | Jack Seltman 316.636.4218 | Steve Carlson 210.414.3809 Richard Boone 316.351.7133 | |
| Sat July 30 | Ben Sorenson 316.522.5482 | Scott Dimick 316.733.5678 Rafael Soldan 706.255.9909 | Tony Condon 515.291.0089 |
| Sun July 31 | Frank O'Donnell 316.788.3224 | Harry Clayton 316.644.9117 Shea Zuckerman 801.554.7337 | |
| Sat Aug 6 | Andrew Peters 316-393-2261 | Dave Woody 316.682.1895 Ashok Chathbai 316.516.9581 | |
| Sun Aug 7 | Brian Bird 620.664.7844 | Ron Blum 316.295.7812 Matt Colclasure 785.760.6239 | Lauren Rezac 316.619.3207 |
| Sat Aug 13 | Bernie Mohr 316.733.4524 | Bob Blanton 316.683.9759 Robbie Grabendike 316.686.8859 | David Stanko 316.393.6249 |
| Sun Aug 14 | Bob Hall 620.727.1273 | Ray Girardo 316.942.0638 David Aronstein 316.733.9658 | |
| Sat Aug 20 | Steve Wenke 316.684.7774 | John Peters 620.367.3711 Keith Smith 785.643.6817 | Frank O'Donnell 316.788.3224 |
| Sun Aug 21 | Dave Stanko 316.393.6249 | Neale Eyler 316.729.0659 Jerry Boone 620.474.4177 | |
| Sat Aug 27 | Tony Condon 515.291.0089 | Leah Condon 316.249.3535 Dakota Harms 316.282.6000 | Brian Bird 620.664.7844 |
| Sun Aug 28 | Bob Holliday 316.641.6178 | Steve Leonard 316.249.7248 Summer Gajewski 620.899.1151 | |
| Sat Sep 3 | Mark Schlegel 316.641.5093 | Dave Woody 316.682.1895 Amir Rashkan 316.208.6708 | |
| Sun Sep 4 | Frank O'Donnell 316.788.3224 | Ashok Chathbai 316.516.9581 Scott Dimick 316.733.5678 | Lauren Rezac 316.619.3207 |
| Mon Sep 5 | Ben Sorenson 316.522.5482 | Linda Pate 316.524.8829 Bryan Pate 316.524.8829 | |
| Sat Sep 10 | Steve Wenke 316.684.7774 | David Wilkus 316.788.0932 Matt Colclasure 785.760.6239 | Andrew Peters 316-393-2261 |
| Sun Sep 11 | Mike Westemeier 316.250.1802 | Steve Carlson 210.414.3809 Ray Girardo 316.942.0638 | |
| Sat Sep 17 | KC Alexander 316.943.7641 | Richard Boone 316.351.7133 Dennis Brown 316.722.8351 | |
| Sun Sep 18 | KC Alexander 316.943.7641 | Bob Blanton 316.683.9759 Robbie Grabendike 316.686.8859 | Andrew Peters 316-393-2261 |
| Sat Sep 24 | Mike Westemeier 316.250.1802 | John Baldessari 316.680.5323 Dave Woody 316.682.1895 | David Stanko 316.393.6249 |
| Sun Sep 25 | Lauren Rezac 316.619.3207 | Jerry Boone 620.474.4177 Harry Clayton 316.644.9117 | |
| Sat Oct 1 | Bob Holliday | Rafael Soldan 706.255.9909 | Andrew Peters |

| Date | Tow Pilot | Line Managers | Instructor |
|------------|---------------------------------|--|------------------------------|
| | 316.641.6178 | David Aronstein 316.733.9658 | 316-393-2261 |
| Sun Oct 2 | Bernie Mohr 316.733.4524 | Neale Eyler 316.729.0659 Doug Wilson 316.655.6700 | |
| Sat Oct 8 | Bob Hall 620.727.1273 | Ron Blum 316.295.7812 Dakota Harms 316.282.6000 | David Stanko 316.393.6249 |
| Sun Oct 9 | Steve Wenke 316.684.7774 | Steve Carlson 210.414.3809 Neal Pfeiffer 316.641.9928 | |
| Sat Oct 15 | KC Alexander 316.943.7641 | Dennis Brown 316.722.8351 David Wilkus 316.788.0932 | Tony Condon 515.291.0089 |
| Sun Oct 16 | KC Alexander 316.943.7641 | Shea Zuckerman 801.554.7337 Neal Pfeiffer 316.641.9928 | |
| Sat Oct 22 | Mike Westemeier 316.250.1802 | John Baldessari 316.680.5323 Leah Condon 316.249.3535 | Brian Bird 620.664.7844 |
| Sun Oct 23 | Andrew Peters 316-393-2261 | Keith Smith 785.643.6817 Jerry Boone 620.474.4177 | |
| Sat Oct 29 | Charles Pate 316.685.5695 | Linda Pate 316.524.8829 Bryan Pate 316.524.8829 | |
| Sun Oct 30 | Bob Holliday 316.641.6178 | Steve Leonard 316.249.7248 Summer Gajewski 620.899.1151 | Lauren Rezac 316.619.3207 |

Sub List

Rich Stone 316.371.2850
 Summer Gajewski 620.899.1151
 John Bird 316.209.0561
 Amir Rashkan 316.208.6708
 Ashok Chathbai 316.516.9581

Tow Tickets

The last page of the Variometer contains Tow Tickets. Now there's no reason for anyone to show up to Sunflower without some.

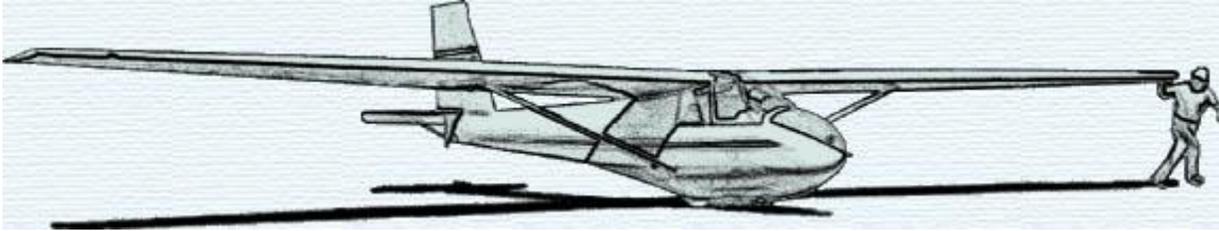
Please use the tickets as printed in the Variometer.

Please cut them out so that they are all the same size.

The Tow Pilot's and Tow Plane Manager's jobs are easier if they can be neatly stacked. Now is a great time to cut them out and get a stack ready for the summer's flying.

| | |
|--|--|
| <p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p> | <p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p> |
| <p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</p> <p>TOW HEIGHT _____</p> <p>TOW SPEED (MPH) _____</p> <p>DATE _____</p> | <p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</p> <p>TOW HEIGHT _____</p> <p>TOW SPEED (MPH) _____</p> <p>DATE _____</p> |
| <p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p> | <p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p> |
| <p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</p> <p>TOW HEIGHT _____</p> <p>TOW SPEED (MPH) _____</p> <p>DATE _____</p> | <p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</p> <p>TOW HEIGHT _____</p> <p>TOW SPEED (MPH) _____</p> <p>DATE _____</p> |

KSA VARIOMETER
5101 E27TH STREET N
WICHITA, KS 67220
apsoars@yahoo.com



MONTHLY KSA MEETING

KSA Cookout

Hosted by: Steve Leonard

Saturday May 12th, 2011

Fire lights at 5:30 PM

Meat provided by KSA.

Please bring a side dish to share.
